

The Hong Kong Daily Press.

No. 6268

號八十六百二十六第六 日七念月廿十丑旦結光

HONGKONG MONDAY 12 DECEMBER 1877.

壹拜禮

號廿十三月二十英 港香

PRICE \$2 PER MONTH.

SHIPPING.

NOTICES OF FIRMS.

TO BE LET.

INTIMATIONS.

INTIMATIONS.

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ARRIVALS.

December 29. LEE YUEN, Chinese steamer, 994. Tidall, Canton 28th December. General—C. M. S. N. Co. December 29. TAIWAN British str., 408. M. Young, Foochow 26th December, Amy 27th, and Swatow 28th, General—D. LARBAK & Co. December 29. MENELAUS, British steamer, 1,550. R. F. Scal Shangha 25th Dec., Amy 28th, General—BUTTERFIELD & SWIRE. December 29. TEO, Spanish gunboat, 444. F. Animal, Macao 22nd December. December 30. ALYONA, German str., 1,179. A. Miller, Singapore 21st Dec., General—W. M. PUSTAU & Co. December 30. MALAYAN, British steamer, 1,204. W. H. Gould, Singapore 23rd Dec., General—JARDINE, MATTHESON & Co. December 30. YOTTING, British steamer, 239. Hawking, Haiphong 23rd Dec., Hollow 27th, Dec.—KOK AKHONG. December 30. TUTUWA, German schooner, 60. Loser, Bonham's Island 16th Oct., Guia 20th December, Bech-de-mer and Copper—CAPTAIN. December 30. NOIMA, British steamer, 606. Walker, Swatow 25th Dec., General—KOK AKHONG.

CLEARANCES.

AT THE HOUSE OF MASTERS OFFICE, DECEMBER 29TH.
Dante, British steamer, for Bangkok. Normandy, British steamer, for Melbourne. Douglas, British steamer, for Tas. Const. Alay, British steamer, for Haiphong. Orange Grove, British bark, for Tako. Iu-pan Chinese steamer, for Shanghai. T. J. Goddard, American bark, for New York. Malina, German bark, for Singapore. Brema, German bark, for Quilon. Sophie, German brig for Haiphong. Goliath, Siamese bark, for Bangkok.

DEPARTURES.

December 26. CONQUEST, British steamer, for Hainan. December 27. MONMOUTH, American man-of-war, for Bangkok. December 29. W. C. DE VRIES, British str., for Haiphong. December 30. NORMANDY, British steamer, for Colombo, &c. December 32. DOUGLAS, British steamer, for Coast Ports. December 32. ALAY, British steamer, for Haiphong, &c. December 30. PARISIEN, French bark, for Ya-Tung. December 30. Jylland, Danish brig, for Guam.

PASSENGERS.

ARRIVED.—
Per Tzu-tze, str. from East Coast.—
Messrs Foster, Greg, Madon, and 341 Chinese.
Per Tzu-tze, from Bonham's Island &c.—
Captain O'Keefe and Mr. Abbott, and 3 Chinese.
Tolson, str., from Haiphong, to
Centra de Herguenda, French Consul, and 13 Chinese.
Per Alona, str., from Singapore.—
33 Chinese.
Per Menelaus, str., from Shanghai, &c.—
300 Chinese.
Per Noima, str., from Swatow.—
3 European and 234 Chinese.
Per Dante, str., from Bangkok.—
Captain Morney and 2 Europeans and 40 Chinese.
TO DEPART.—
Per Douglas, str., for East Coast.—
2 Europeans and 23 Chinese.
Per Alay, str., for Haiphong, &c.—
1 European and 35 Chinese.

REPORTS.

The British steamer *Melba* reports left Singapore on 23rd December, and had strong N.E. wind all the way.

The British steamer *Noima* reports left Swatow on the 29th December, and had strong N.E. winds and thick atmosphere.

The German steamer *Alona* reports left Singapore on the 11th December, and had strong N.E. winds all the way up.

The British steamer *Menzies* reports left Shanghai on 23rd December, and Amoy on the 28th, and had moderate monsoon and fine weather.

The German schooner *Thetis* reports left Bonham's Island on 15th October, and Guia on 20th December, and to the Caroline Islands experienced light easterly winds and fine weather, thence to port stony N.E. monsoon and high seas, accompanied with rain squalls.

The British steamer *Yuthia* reports left Haiphong on 26th December, and Haiphong on the 27th, and from Haiphong to Haiphong strong N.W. winds. Remained in Haiphong two days account of very strong N.E. gales prevailing. Left that port on the 27th instant and experienced light winds and fine weather, thence to port stony N.E. monsoon and high seas, accompanied with rain squalls.

The British steamer *Tarion* reports left Foochow on 26th December, and Foochow on the 27th, and from Foochow to Swatow, left Foochow 28th, had fresh and strong monsoon and heavy sea to Amoy, left Amoy 27th, had moderate monsoon and light sea to Swatow, left Swatow 28th, had moderate and gentle monsoon to port. In Foochow, steamers *Gordon Castle* and *Han Kyan*. In Amy, H.M.S. *Argus*, steamers *Menelaus* and *Malina*. In Swatow steamers *Stratford*, *West Stanley*, *Chevy Rock*, *Alona*, and *Noima*.

SWATOW SHIPPING.

December ARRIVED.—
20. *Pavon*, British str., for Haiphong, 20. *Alay*, British str., for Haiphong, 20. *Swaray*, British str., from Coas. Ports. 22. *Swatow*, British steamer, from Shanghai. 23. *Wm. Turner*, British bark, for Chafao. 23. *Douglas*, British steamer, from Coast Ports. 23. *Ching-tung*, Chinese str., from Shanghai. 23. August 1877. Ge, son, from Chafao. 24. *Nanota*, British steamer, from Hongkong. 24. *Sirius*, British steamer, from Hongkong. 25. *Malta*, British steamer, from Hongkong. 25. *Malta*, British steamer, from Hongkong. 25. *Tai Watt*, Siamese bark, for Hongkong. 24. *Douglas*, British steamer, for Hongkong. 24. *Nanota*, British steamer, for Coast Ports. 24. *Malta*, British steamer, for Hongkong. 25. *Malta*, British steamer, from Hongkong. 25. *Tai Watt*, Siamese bark, for Hongkong. 24. *Douglas*, British steamer, for Hongkong. 24. *Nanota*, British steamer, for Coast Ports. 24. *Malta*, British steamer, for Hongkong. 25. *Malta*, British steamer, from Hongkong. 25. *Tai Watt*, Siamese bark, for Hongkong. 24. *Douglas*, British steamer, for Hongkong. 24. *Nanota*, British steamer, for Coast Ports. 24. *Malta*, British steamer, for Hongkong. 25. *Malta*, British steamer, from Hongkong. 25. *Tai Watt*, Siamese bark, for Hongkong. 24. *Douglas*, British steamer, for Hongkong. 24. *Nanota*, British 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NOW PREPARING FOR PUBLICATION.

THE CHRONICLE AND DIRECTORY.

For 1878.

This Work, the ONLY one of the kind in China or Japan, is now in the

SIXTEENTH YEAR.

of its existence, and will be published as soon as practicable after the close of the current year.

It has been compiled from the Most AUTHENTIC Sources, and pains have been spared to render it THOROUGHLY RELIABLE both as a Directory and as a Work of Reference on Commercial Matters.

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It is hereby notified that I have placed Mr.

J. C. BRADERTON WITH CO., LTD.

CHAMBERS OF THE PRINTING AND PUBLISHING BUSINESS carried on by the Daily Press Office,

from this date, and I further notify that

WILCOX LTD. are retained in an Agreement

with me, in respect of that Business to com-

mence on the 1st January, 1878.

YOUNG JONES MURROW,

by his Attorneys

W.M. PUSTAU & CO.

Hongkong, 7th November, 1877.

NOTICE.

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CHEMISTS.

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VERNOR and His Royal Highness the

DUKE OF EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS.

PERFUMERS.

PATENT MEDICINE VENDORS,

DRUGGISTS' SURDRENTHEN.

And

FLAVERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REPIFFED,

PASSENGER SHIP SUPPLIED.

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Firm, A. S. Watson and Co., or

HONGKONG DISPENSARY.

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Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

The Daily Press,

HONGKONG, DECEMBER 31ST, 1877.

It is to be hoped that the lesson afforded by the recent deplorable accident on the steamer *Yessou* will not be lost upon the Government, so that prompt legislation providing precautionary measures against a recurrence of such a catastrophe will take place.

As matters stand, there is really no knowing what accidents of the kind are yet in store for us. Several of the steamers plying in these waters are, it appears, insufficiently provided with engineers, "handy" Chinamen—wholly unacquainted with engineering, and really only intelligent stokers—in many cases doing duty for second and third engineers. This state of things should not be allowed to continue. Stringent regulations should be drawn up as to the number and qualifications of all engineers engaged in steamers and rigidly carried out, and periodical inspection of boilers and machinery should be made; in short, the home system should be adopted here with such additional safeguards as recent experience of boiler accidents may suggest.

The frequency and serious character of such catastrophes, not only in the merchant service but in the Royal Navy, are appalling: most of these are traceable to some radical defect in the boilers, either in their design or to the inferiority of the metal employed in their construction, a remedy for which can easily be provided by subjecting all boilers before being used to the inspection and approval of competent officers. This is a matter which vitally concerns the public.

It has been worn by some of the scientific witnesses at the recent investigations before the Coroner and at the Magistrate that the only effectual way of providing against the recurrence of boiler accidents is Government supervision such as exists at home. So serious and frequent are accidents of this nature that for many years past there has been in operation an Insurance Company in England for the purpose of protecting the users of steam power from the consequences by providing for periodical inspection of boilers and machinery by competent men and for compensation for the damage resulting from such accidents. It appears from the prospectus issued by the Company that during the ten years previous to 1871 over five hundred boiler explosions took place in the United Kingdom, resulting in a fearful loss of life and serious personal injuries. A similar company might well be established in China. At all events, it is time that Government should take the matter up, for the safety of the public imperatively demands legislation, and there seems no reason why

an Ordinance dealing with the subject should not be passed. None, we believe, are more anxious that such legislation should take place than the owners of steamships. We reprint in another column an extract from a recent article on this subject in a scientific publication of high standing which is well worthily perusal.

The semi-official announcement at St. Petersburg that the adjournment of the opening of the British Parliament encourages the Ports to resist Russia and will compel the latter to march to Constantinople seems like the seizure of a pretext for what was always intended by the Czar but has never hitherto been admitted. At first, in accordance with past precedents, Russia was all moderation. She only unsheathed the sword, it was alleged, in defence of the Christian subjects of the Sultan; she was not actuated by any lust of conquest or desire for more territory. Indeed, it was—with the most profound reluctance, and only after the utter failure of all attempts to bring the Turkish Government to reason, that the order was given to the Russian army to cross the border. This is what our Muscovite friends say; all Europe knows the measure of truth there is in the statement. The arch-deceiver Ismail played his game adroitly, but he could not impose upon the world as to make it believe that Russia had no deeper aims than the welfare of the Bulgarian Christians. Nor will the present attempt to fasten upon England the responsibility for the continuance of the war and the proposed capture of Constantinople be more successful. Every unrejudiced person must have divined that this was the Russian intention from the outset, and that, if successful, they intended to dictate the terms of peace under the shadow of the dome of St. Sophia. If they reach the Turkish capital they will then throw off the mask when we shall see them in their true colours, and know the full extent of their demands.

The O. & O. steamship *Ocelot* returned from the Aberdeen Docks on Saturday.

The British steamer *Triton*, Captain, W. C. Nisbet, which formerly traded between London and this port, is now trading to India.

The German bark *Niagara*, from Hamburg, anchored off Cowes, on Saturday night, was wired to London. *Melchers* & Co.

The German steamer *Altona*, Captain Müller, arrived here yesterday morning from Singapore, and anchored off Stonewater's Island, as she had power on board.

By the German steamer *Pacific* we learn that the cargo of coal sent for the British Consulate was not delivered to the steamer *Altona* at the port of destination, and that the cargo was sent to the steamer *Altona* instead.

We are authorized to state that His Excellency the Governor will be happy to receive the Consular body, the Heads of Departments, and any other gentlemen who may desire to call at Government House on New Year's Day, from half past two to four o'clock.

We are glad to learn that the Eastern Extension Company's cable route—Suez, Malta, Gibraltar, and Falmouth—is working very well, the maximum temperature at the Peak during the past week, as recorded in Saturday's *Gazette*, was 57.0, the minimum 43.0; at the Harbour Master's Office, Praha West, the maximum was 60.0 and the minimum 50.0... No rain fell during the week.

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FACT AND FICTION.

The following particulars of the life of the convict Benson, gleaned from a French newspaper, will be read with interest. Just at present, he is in prison, awaiting trial, for a series of chicanes and various machinations which distinguished him on Gallic neighbourhoods. The paper is the *Figaro*. At Brussels during the war of 1870-1, the author of this account met the acquaintance of Benson at the house of a common friend. The notorious swindler was then a young man of about 23, slightly built, but with an expression of craft and ill-will which distinguished him from his countrymen. This humble personage, however, people said, was intended to conceal the action of a noble who, his title being the Comte de Montferrat (Montferrat), son of a General of Division. If, for the moment, he chose to call himself Benson, it was merely with the view of not casting a blot on the family name, and, moreover, having adopted this name, he did not scruple to give it a polished bearing, distinctive of a temperance, of which it was needless to mention the name. This contributor to the *Figaro*, in their confiding moments, expressed his surprise that a young man bearing so noble a name and the son of a General of Division, should be spending his time at Brussels playing cards with the profligate nobility. The author of this article, who was then the Comte de Montferrat, was ready with a triumphant reply, its fact being that he was high in favour with the Imperial family, and had chosen Brussels as a place to dwell in, merely that when the moment came, he might serve a hand of justice between France and the honoured Empress. An additional reason, however, was indicated by his reply, that he was anxious to be on waiting for the return of peace, when he would be called upon to play a prominent part in the history of his country. The Count made frequent journeys to London, and always on returning assumed mysterious airs. The war being over, the Count continued to reside in Belgium, and all was quiet. He was however, too toro to remain long in a neutral country, and, when the gates of Paris had made him master of his fortune, he was so well pleased with Belgium, and had acquired so many charming friends and acquaintances there, that he resolved to continue living in Brussels. He therefore bought a fine mansion, started horses and carriages, and became a man of consequence and fashion. To some, however, he was a bore, and of nothing but a M. le Comte de Montferrat and the show his dazzling equipages made on the boulevards and the drives. One fine morning, however, the noble blade was arrested, and the secret of his extravagance then became apparent. Towards the close of the war he had presented himself with false letters of introduction to the Lord Mayor of London, a懂得 man, who, on his arrival, sent a telegram to the town of Châtillon in France. The unfortunate fellow suffered most terribly in the war and died in trying of success. Softened by the harrowing recital of Benson, the Lord Mayor did not think twice. He made the ambassador of Châtillon stay to dinner, and over the salutary and the wine handed him a cheque for £10000, or even £15000, to be used in the same time to express to the inhabitants of Châtillon the hearty sympathy of the City of London. But upon his track, the police at last succeeded in capturing the delinquent sufficient in all career of squandering his plunder abroad. He was extradited, tried, condemned; and the Comte de Montferrat, in a case which will have to do with the execution of his life, by constantly turning a wheel like a forged scurfel. On his way, however, Benson took to thinking, and it occurred to him that he had already covered the name of his honest father, with sufficient shame. But no suicidal blade was near, and he conceived a horrible means of ending his life. He took a sharp knife, and, after a spirit and temperance diet, cut a deep, broad, over the region of the heart. A soldier rushed in and snatched him from a horrid death; but the fiend had already eaten into the flesh, and Benson was terribly though not mortally wounded. He grew better, and regained his liberty at the end of a year. While in prison, however, Benson had come into contact with a man who had been a spy for the secret service, with whom he now formed a gang which became the terror of all. He himself was their head and soul, and despised the trade of swindling on a scale so gigantic that no fiction writer ever conceived a character who could hold the reader's attention. He was a man of great energy and a born leader, and his gang were the best in the world. He was concerned in all the greatest London robberies, and did business to the tune of three or four hundred thousand francs at a stroke. The same old and his gang from time to time ledged in the Bank of England were ledged in by Benson and his gang. At last, after leading the police for so long time, he was seized, tried, and sent to penal servitude for 15 years, but at the trial, when his life was in danger, he defended himself before them with such energy speaking as good English as they did, and, although he had the law on his side, he was condemned.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) Tls. 420,000

PERMANENT RESERVE Tls. 230,000

SPECIAL RESERVE FUND Tls. 75,000

TOTAL CAPITAL and Accumulations this date Tls. 725,000

DIRECTORS: E. B. FORBES, Esq., Chairman; M. W. BOYD, Esq.; J. KREBS, Esq.; M. P. EVANS, Esq.; C. LUCAS, Esq.

SECRETARIES: Messrs. RUSSELL & Co., Shanghai.

LONDON BANKERS: Messrs. BARING BROTHERS & Co.

AGENCIES IN HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on MARINE RISKS to all parts of the World, at CURRENT RATES.

Subject to a charge of 2 1/2% for Interest on Shareholders' Capital, all the Profits of the UNDERWRITING BUSINESS will be equally distributed among all Contractors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.

Hongkong, 1st October, 1877.

NOTICE: THE Undersigned has been appointed AGENT AT THIS PORT FOR THE PRIVATE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED). W. H. NOTLEY.

Hongkong, 6th June, 1877.

PHOENIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty percent (20%) upon Current Local Rates of Premium will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 27th June, 1877.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSEN & Co., Agents.

Hongkong, 16th November, 1877.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty percent (20%) upon the current local rate of Premium will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co., Agents.

Hongkong, 27th June, 1877.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned is prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein. Current Legal Rates, subject to a Discount of 10% on the premium.

NORTON & Co., Agents.

Hongkong, January, 1878.

BATAVIA SEA ANTIFIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurance as follows:

MARINE RISKS.

Policies of Current Rates, payable either here in London, or in the principal ports of India, Australia, or the East.

A BROKELAGE of THIRTY-THREE and ONE THIRD PER CENT will be allowed on ALL LOCAL RISKS.

FIRE RISKS.

Policies granted on first-class Buildings to an extent of \$20,000.

A DISCOUNT of TWENTY-FIVE CENTS (25%) upon the Current Local rates will be allowed on all premiums charged for Insurance, and no discount being deducted at the time of the issue of Policy.

RUSSELL & Co., Agents.

Hongkong, 1st January, 1878.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned Agents for the above Company, are prepared to grant Policies against Fire to the extent of \$30,000,000 on any one

FIRST-CLASS RISK.

A RETURN of TWENTY-FIVE CENTS (25%) will be made on the premium charged in all Insurances, such Return being payable on the issue of the Policy.

GIBR. LIVINGSTON & Co., Agents.

Imperial Fire Insurance Company.

Hongkong, 1st March, 1878.

CHINA TRADERS' INSURANCE COMPANY.

Hongkong and Whampoa Dock Company's Shares.

Hongkong and Shanghai Bank Shares—55 per cent premium.

Union Insurance Society of Canton—\$1,100 per share.

China Traders' Insurance Company's Shares—55 per cent premium.

On LONDON.—Bank, sight, 3/10 nom.

Bank Bills, at 30 days' sight, 3/11 nom.

Credit, at 6 months' sight, 3/12 nom.

Documentary Bills, at 30 days' sight, 3/10 nom.

EXCHANGE.

On LONDON.—Bank, sight, 2/25 nom.

On CALCUTTA.—Bank, sight, 2/25 nom.

On SHANGHAI.—Bank, sight, 2/25 nom.

Private, 30 days' sight, 2/25 nom.

SHARES.

Hongkong and Shanghai Bank Shares—55 per cent premium.

Union Insurance Society of Canton—\$1,100 per share.

China Traders' Insurance Company's Shares—55 per cent premium.

Hongkong and Whampoa Dock Company's Shares.

Hongkong Canton and Macao Steamboat Co.'s Shares—18 per cent discount.

Shanghai Steam Navigation Company—Tls. 20 per share, nominal.

Hongkong Gas Company's Shares—4/3 per share, nominal.

China Fire Insurance Company's Shares—4/3 per share, nominal.

Hongkong and Whampoa Dock Company's Shares.

Hongkong Canton and Macao Steamboat Co.'s Shares—18 per cent discount.

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Hongkong Gas Company's Shares—4/3 per share, nominal.

Hongkong and Whampoa Dock Company's Shares.

Hongkong Canton and Macao Steamboat Co.'s Shares—18 per cent discount.

Kwang-hau-tai travelling trailer.

Dried Lily Flowers—10 lbs. at 38.10.

Kwang-hau-tai travelling trailer.

Shallots—10 cases at \$40.00 by Kung-fong-wo to travelling trailer.

Marine Rates of Goods, taken at

CHINESE RATES to Australia, California,

Manila, Singapore, Sago, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 48, Bonham Strand, Hongkong, 1st June, 1877.

MANAGER—HO AMELI.

MANUFACTURE OF Goods, taken at

CHINESE RATES to Australia, California,

Manila, Singapore, Sago, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 48, Bonham Strand, Hongkong, 1st June, 1877.

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